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PRIVATE RESIDENTS AT THE
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Hongkong, 29th April, 1908. [a827]

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Hongkong, 12th October, 1909. [a1]

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Hongkong, 12th October, 1909. [a33]



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Hongkong, 12th October, 1909.

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

(29)

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

On 20th inst., at the Government Civil Hospital, Augusto Cesar Botelho, chief clerk, Harbour Office, aged 50. Deeply regretted. Shanghai papers please copy. (1924)

On October 10th, at Newchwang, GEORGE FAWCETT, aged 53, late of the Newchwang Pilot Service.

The Daily Press.

HONGKONG, OCTOBER 21ST 1909.

The conviction of BUTLER WRIGHT on a charge of misappropriation of railway funds is certain to receive a great deal of attention from the Chinese Press, more especially because of the somewhat acrid controversy which took place six months ago regarding the terms on which a German syndicate lent to China the capital for the construction of the Tientsin-Pukow line. British financiers held that those terms did not insure the honest administration of the railway funds, and the Kowloon terms were represented as being the only terms on which money could with absolute safety be lent. The moral which will be drawn from the prosecution and conviction of BUTLER WRIGHT will, of course, be that it completely knocks the bottom out of the contention in favour of the superiority of the Kowloon terms as affording the only guarantee for the proper administration of the loan funds. We do not ourselves adopt the view that the prosecution has weakened this contention; rather the contrary be argued. It has struck us, as doubtless it has struck many others, as being rather singular that though it was the money of H.I.M. THE EMPEROR OF CHINA

that WRIGHT was charged with having fraudulently misappropriated, the prosecutors were not the Chinese Government, but the Corporation which lent the money to the Chinese Government. The Managing Director, H. E. WILSON, showed some reluctance to associate himself with the prosecution and we think it may be regarded as at least doubtful whether a prosecution would have taken place had the decision rested entirely with the Chinese authorities. The extremely plausible explanation which WRIGHT offered in the witness-box was one which, it is not difficult to believe, would have been accepted by the Chinese authorities, if he had been called upon for explanations of features in the accounts which seemed unsatisfactory and suspicious. Here, so far as the Court proceedings showed, was a highly capable accountant with thirty-four years' experience, mostly in very responsible positions—a record which any Corporation or Government might have accepted as a guarantee that the man selected to fill a position of the highest trust and responsibility was worthy to enjoy the fullest confidence of his employers. They, in fact, did place implicit trust in his integrity and honour, for he was entrusted with very large sums of railway money which he told the Court he had banked, for plausible reasons, in his own name, on his own initiative and without reference to any one, and though two of the three accounts he had at the bank were earmarked as railway accounts, they were under his sole control. A man of his experience and occupying the responsible position he did should have known better than to have used any part of the money intended for railway purposes to finance private business of his own unconnected with the railway, and even while we may credit him with having had no intention of embezzling these funds, the fact that he did actually use them for his own private enterprises was a criminal breach of trust, which undoubtedly exposed him to the charge of fraudulent misappropriation of which he was convicted by an impartial jury, and for which he has been sentenced to two years' hard labour. He claimed that at the time of his arrest he was in a position to refund the whole of the money he was charged with having misappropriated, and he specified the funds and the property belonging to him. All that the presiding Judge in his charge to the Jury was able to say on this point was that no evidence had been adduced to prove that the prisoner had got these ample means to pay the railway money back. If that consideration weighed greatly with the Judge, it is to be regretted that his Lordship did not invite the prisoner to substantiate the statement he had made by the production of evidence, the bulk of which apparently would have been immediately available. The prisoner's defence certainly went far to reduce the gravity of his offence, and while he was undoubtedly guilty of what the law regards as fraudulent misappropriation, and therefore liable to punishment, we think the Chinese critics who cynically referred to the case while it was *enb judice*, expressing, as Dr. MORRISON cabled to the *Times*, their undisguised satisfaction that a British railway accountant had been arrested on such a charge, should note the fact that it was not clearly established at the trial that the railway funds so misappropriated would have been permanently lost, had WRIGHT been asked for an explanation before steps to prosecute were taken. While the prisoner was properly convicted of misappropriation, yet, in view of the deductions which have been drawn by the Chinese Press, in order to establish the contention that there is nothing to choose between foreign and Chinese control of the accounts, it seems desirable and necessary not only to lay stress on the prisoner's disclaimer of any intention to rob, but also on the fact that the case shows clearly enough the eagerness of the British and Chinese Corporation to protect the Chinese Government from any possible loss through the dishonesty or negligence of a servant. It is important that this aspect should not be overlooked when there is so much talk of the case being a blow to British prestige in China.

The Great Northern Steamship Company's liner *Minnesota*, which was due at Manila yesterday, had 3,500 tons of American cargo for that port. Included in the cargo of the *Minnesota* are 410,000 feet of lumber, more than 40,000 sacks of flour and 3,000 cases of salmon.

Two native waiters from the Hangfalan, a Chinese restaurant, appeared before Mr. J. R. Wood at the Magistrate's yesterday on a charge of disorderly behaviour. It appeared from the evidence that the defendants partook of too much samshu, and then threw cups and bowls at one another. His Worship imposed a fine of \$5, and bound the defendants over in the sum of \$100 to keep the peace for six months.

Colonel Seely stated in the House of Commons last month that out of the 5,361 Chinese who, according to the Chamber of Mines figures, remained on August 31, 2,164 sailed from Durban on September 21, and a further shipment of about 1,300 will take place on or about December 9. The Secretary of State is not aware that any delay has occurred in the shipment of Chinese on expiration of the contract period.

At the Magistrate's yesterday before Mr. J. R. Wood, a Chinese, was charged with the larceny of a piece of silk valued at \$25 from No. 31, Jervis Street. His Worship convicted the defendant, and sentenced him to three months' imprisonment with hard labour. Subsequently it was discovered that the prisoner had returned from banishment. He was charged with this offence, and the hearing was adjourned until Saturday.

This evening at the Lecture Hall adjoining Union Church, Kennedy Road, under the auspices of the Union Church Literary Club, Mrs. A. Bellamy Brown has kindly consented to give a sketch of Mendelssohn's Life, which will be illustrated by vocal and instrumental selections. The evening should be a particularly interesting one, and the meeting is open to the public. Dr. Bellamy will take the chair at 9 p.m. sharp.

The circus will re-open at Kennedy town to-night when, after the enforced spell residents have had indoors, the management expect to see a well-filled tent. The typhoon did considerable damage to Harrold's tent, but the show old Colonel is always prepared for emergencies, and to-night the tattered covering will be replaced by a new one. The programme will include the first amateur riding contest. Tomorrow evening a grand-complimentary benefit will be tendered to Gen. Col. Bob Love. In addition to a sparring exhibition, the Phillips Sisters will appear, and the inimitable Colonel will contribute comic songs.

Mr. F. W. Knocker, in a lecture at the Royal Photographic Society's New Gallery in the Malay States, said he knew a Chinese mine-owner out there who became converted to Christianity and built a church. It was an act of penance for some wrongdoing, but his conscience in the matter was very elastic, for when he found that the extension of his mining operations made it necessary to take the land on which the church stood, he removed it bodily further away. This operation he repeated two or three times as his riches increased, each time to the visible detriment of the church structure. Then he assured Mr. Knocker that his growing wealth was due to the building in the course of its many removals having consecrated the soil.

Another old Portuguese resident of the Colony passed away early on Tuesday morning, at the Government Civil Hospital, in the person of Mr. Augusto Cesar Botelho, who for the long period of thirty-seven years has been in Government service as a clerk in the Harbour Office. He joined as fifth clerk in 1872 and reached the position of first clerk in 1905. Mr. Botelho, who had been ailing for some time, was taken seriously ill in his office on Monday and was conveyed on an ambulance to the Hospital, where he rapidly sank and expired, as before stated, early on Tuesday morning. The news of his death has been received with deep regret not only by the Portuguese community but by the large circle of acquaintances which he has made during his long connection with the Harbour Office. Deceased was buried in the Catholic Cemetery at Happy Valley yesterday afternoon, the staff of the Harbour Department and many friends following his remains to their last resting place.

OXFORD LOCAL EXAMINATIONS.

News has just reached the Warden of St. Stephen's College that out of the 18 boys recommended by the College for the above Examinations all have passed, with the addition of one other who through prolonged absence could not receive the College recommendation. Of the above 19 no less than nine are in the Senior Division, of whom eight are below the age necessary to allow them to bear the A.A. degree, three of these being in the Senior and one in the Junior. Only those who are under 18 years of age in the Senior and under 16 in the Junior are eligible for distinction. Following are the results:

Senior: Fung Man Sui, Leung Nai Tsun, Leung Nai Hang, Chan Ying Fung, Cheng I Kam, Cheng Yun-tin, See Chong Su, Wei Wing Hon, Yip In Fong.
Junior: Chan Tsun Nin, Ho Wing Kin, Lam Fung, Wei Wing Lok, Wei Wing Yuet, Wong Shiu Tung.
Preparatory: Lai Hau Young, Lai Hau Chin, Lo Kwai Yu, Lai Ying Chin.

LATEST STEAMER MOVEMENTS

The P.M. str. *Asia* is due to arrive at Hongkong on the 21st instant, at 8 a.m.
The M.M. str. *Armand Behar*, with the French Mail of the 25th ultimo, and mails from London of the 26th ultimo, will leave Saigon on the 21st inst., at 10 p.m., and will probably arrive here on the 24th instant p.m., and will leave for Shanghai and Japan on the afternoon of Monday, the 25th instant.
The Indo-China str. *Poekang* left Calcutta for this port via the Straits on the 18th instant, and may be expected here on or about the 3rd prox.
The cargo of Silk shipped on board the M.M. str. *Australien*, which left this port on the 14th ultimo was delivered in Lyons on the 18th inst.
The C.P.R. str. *Empress of Japan* arrived Shanghai at 3 a.m. on the 19th instant, and left again at 10 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 21st inst.
The C.P.R. str. *Empress of China* arrived Yokohama at 11.30 a.m. on the 20th instant, and left again at 6 p.m. same day for Kobe, where she is due to arrive at 5 p.m. on the 21st inst.
The Bank Line str. *Sueric* sailed from Kobe on the 17th inst.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE KING'S INTERVENTION IN POLITICS.

KEIR HARDIE'S INSOLENCE.

LONDON, October 20th.

Mr. Keir Hardie, a Socialist member of the House of Commons, speaking at Sunderland, said he hoped it was not true that the King was intervening with regard to the Budget proposals.

The King, he said, can be tolerated while he remains outside politics, but the moment he begins to interfere, the Crown will go into the melting pot with the coronets of the Peers.

DEATH OF A FAMOUS ITALIAN.

LONDON, October 20th.

The death is announced of Signor Cesare Lombroso, Alienist-Professor of Psychiatry of the University of Turin, and a prolific writer on scientific questions.

THE TSAR'S TOUR.

LONDON, October 20th.

The Tsar has gone to Odessa, en route to Italy.

His Majesty is accompanied by M. Isvolsky, Minister for Foreign Affairs.

The Tsaritsa remains at Livadia.

A POLITICAL CONVERT.

LONDON, October 20th.

Lieut.-Carlyon Ballairs, M.P., has joined the Unionist Party because of the Socialist tendencies of the Budget. He has declared himself to be in favour of Tariff Reform.

OXFORD LOCALS AND FEMALE EDUCATION

To Miss Wan Shuk Ching, of St. Stephen's Girls' College, belongs the honour of being the first Chinese girl student to pass the Oxford Senior Examination, and not satisfied with that, Miss Wan has succeeded further in passing with distinction. The Examination was held in Hongkong in July last, the answers forwarded to Oxford, and the results have just been cabled.

STEAMER ASHORE ON THE PARACELS.

Yesterday Mr. Eitzen, the Norwegian Consul at Hongkong, received a telegram from the captain of the Norwegian steamer *Ragnar* informing him that the vessel was ashore on the Paracels and that the officers and crew were starving. The telegram, which was despatched from Tamky in Tonkin, stated that Captain Angensen and his wife, accompanied by one officer and two of the crew, had made their way in a small boat from Pattle Island to the Bay of Anhoa. They had experienced great privations, and, as the telegram indicated, the officer and crew left on the steamer were also in dire straits. A request was made for immediate assistance.

The captain also mentioned in his cable that one of the officers had died from typhoid.

The *Ragnar*, which is owned by Messrs. Wisel and Amundsen, of Friedrichshald, Norway, has a tonnage of 2,070 tons. She is manned by three officers and a crew of about 20.

On the circumstances being reported to Commodore Lyon he endeavoured to get into wireless communication with the *Flora* with a view to getting the cruiser to proceed to the assistance of the unfortunate people, but as no response was received, negotiations were subsequently entered into for a steamer to go to the assistance of the *Ragnar* this morning.

THE PRINCE OF WALES'S VISIT TO SOUTH AFRICA.

A correspondent sends to the *Times* the following extract from a private letter written by an English settler in the Orange River Colony: "I hope it is true that the Prince of Wales is coming out next year to open the new United Parliament, and I trust he will be shown to the Boer and native population, which would not be the case if he were simply taken to Kimberley, Bloemfontein, Johannesburg, and Pretoria. If he could motor through different parts of the country it would, I believe, do some good. I only discovered yesterday, through one of my boys, that the general idea is that both the King of South Africa. I was showing him the King's photograph, and when I asked who it was, he said, 'Edward, your King.' I corrected him and told him he was 'onje' (our) King. But he said that could not be. Both was King of South Africa, and he saw it was true as he had lately been in the Transvaal, where he had heard it. I doubt very much if I convinced him."

THE TYPHOON.

The impressions formed on Tuesday that the typhoon of that day was not of the severity unfortunately experienced in the Colony before were well founded. Subsequent inquiries showed that the wind never actually reached typhoon force—its greatest velocity was 75 miles an hour at eleven o'clock on Tuesday night—and with that fact before us it is not surprising that the results are trifling in comparison with previous visitations of the same nature. So far as can be ascertained, no loss of life has taken place—at least none has been reported, though the water police have been informed that a cargo boat and three sampans were driven ashore at Tsimshatsai and wrecked. The rain, which usually accompanies a typhoon, was on this occasion remarkably heavy, there being 10.93 inches recorded in the twenty-four hours ending at 10 o'clock yesterday morning. The tide on Tuesday night was exceptionally high, so high that it was responsible for a number of yachts drawn up on Ah King's slipway being lifted off the slips and tossed in various directions over the yard.

The Peak tramway service was resumed yesterday morning at seven o'clock. The electric trams in town were unable to resume running before ten o'clock, as the lines had to be cleared of debris. The Kowloon ferries started running at six o'clock and the early launches took across the harbour many tired residents who had been stranded. Almost a hundred Kowloonites were detained in the city; many Peak residents also spent the night below, but a large number of the married men braved the elements on Tuesday afternoon and climbed up, but had a very trying experience.

The telephone service has suffered considerable interruption, especially in the upper levels, and many houses have been deprived of their telephone communication. Still, very little damage to property was done. In addition to the losses mentioned yesterday—the destruction of the Star Ferry matched, the Harbour Department jetty, the Corinthian Yacht Club jetty, the grand stand of the Hongkong Football Club at the Happy Valley—there have to be added to the list the unroofing of Mount Gong Police Station and a landslip at Conduit Road. Kowloon enjoyed the same immunity. There a considerable number of trees were uprooted or denuded of most of their branches, but property as a whole was undamaged.

HARBOUR ITEMS.

The most serious damage throughout the blow occurred on the harbour and along the waterfront. At the Quarry Bay Shipyard the steam launch *Tailoo Shing* was badly battered on the slipway and sank. The Government dredger *St. Elmo* was blown across the bay and washed ashore near the Sugar Works. While the craft was drifting helplessly in the rough sea, a Chinese joiner from the Tailoo Works courageously made himself fast to a line, struck out boldly for the dredger, which he boarded, and succeeded in saving some forty coolies who were aboard at the time. Two junks were washed high and dry on the beach at Stonecutters, three dust boats sank off the Police Station at Yau-mai, and two small cargo boats, which were lying east of the police pier at the same place, were badly damaged. The third engineer of the *Hupei*, which vessel was lying in Kowloon Docks, slipped and fell near the bulges, and dislocated his shoulder. When the gale had subsided somewhat, the doctor from the *Chiyo Maru* boarded the docked vessel and attended to the injured man. A coolie on the same steamer fell down the hatchway and injured his thigh.

Those who remained on board vessels in the harbour had stories to tell of anxious moments and slight damage. The sailing ship *Lyndhurst*, which was lying in the western part of the harbour, dragged her anchors and collided with the *ss. Hongkong Maru*. The sailer damaged her jibboom and the fittings of her port bow, and also the boat deck and one of the lifeboats on the steamer. The steering gear of the Portuguese gunboat *Patria*, which was lying near Laichikok, was broken. The buoy to which the Government launch *Stanley* is moored broke adrift, but was eventually recovered. A strong gust of wind swept the ring of the buoy to which the *Miyasaki Maru* was moored, and that vessel went adrift in the height of the storm. Two anchors were promptly run out, however, and the vessel held until the typhoon had passed.

The Captain of the French river steamer *Charles Hardouin*, which arrived in port from Canton yesterday, reported that the wreck of a large junk was showing three cables south of Pillar Point, four feet of the mast being above the water line. There was also a large quantity of wreckage all the way from Tiger Island to Pillar Point, but the bulk of it was in the vicinity of the Tsimshatsai Customs Station.

The report issued by the Observatory yesterday mentions that Gap Rock reported full typhoon force from the N.E. on Tuesday as early as 2 p.m., the barometer reading 29.02. The typhoon is believed to have entered the land west of Macao about midday yesterday.

A telegram from the Manila Observatory to the American Consulate-General, Hongkong, received at 12.20 yesterday reported a typhoon near or over the Western Carolines almost stationary.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Charman's, Lait Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

SUPREME COURT.

Wednesday, October 20th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

FIFTEEN YEARS' IMPRISONMENT.

The hearing of the charge preferred against T. Shaminsky, of carnally knowing a girl eight years of age, concluded yesterday.

After an hour's retirement the jury returned a verdict of guilty, and his Lordship sentenced the accused to fifteen years' imprisonment with hard labour.

When the prisoner heard the verdict he collapsed, and had to be carried from the Court.

ALLEGED FORGERY.

Tam Pak alias Tam Shin Nam was indicted on charges of forgery.

Prisoner pleaded not guilty, and the following jurors were called—Messrs. C. E. Warren (foreman), C. Makeham, Tong Tze San, B. K. Mehta, J. Cruickshank, J. E. Danelsen and E. A. G. May.

The Hon. Mr. W. Rees Davies, F.C., Attorney-General, instructed by Mr. H. L. Dennis, Jr., from the office of the Crown Solicitor, prosecuted, and prisoner was undefended.

The Attorney-General informed the Court and jury that the prisoner, at the bar was indicted on charges of forging and uttering two bills of exchange, one on the Deutsche Asiatische Bank for \$1,265, and one on the Hongkong and Shanghai Bank for \$100. Both bills were payable to the Chun Shan Wo firm of Californian merchants, of Des Voeux Road Central.

On September 18 the managing partner of this firm received a letter addressed to the assistant manager of which contained two orders of exchange. These were chopped with the firm's chop, and given to the assistant manager, who took them to the banks mentioned. Both banks refused to honour the bills, and subsequently the manager went to the banks and was shown the two first bills of exchange. On examination of these he would say that he found the firm's chop had been forged, and that the signature was in the handwriting of the prisoner, who was the son of the assistant manager. It appeared that the prisoner had formerly lived in the prosecutor's shop, and was well known to the manager, who identified the handwriting on the bills.

Further more, the assistant manager would say that the handwriting was that of his son. In both cases a forged chop had been used. A letter could tell the jury that when he got to the shop the prisoner asked to see some letters he was carrying, and took one from the bundle, saying that it was for him, and sent from a relative in America. This letter was received just before the prisoner presented the two bills for payment. The father would inform them that his son had no relative in America, and was in possession of no money except the pocket money with which he supplied him. Information was laid with the police, and the prisoner was arrested on September 3rd at No. 9, Wanchai Road, where he was apparently living with a woman. The police had much difficulty to get into the house, and the woman did all she could to screen the prisoner and prevent the police from arresting him. The accused was eventually caught on the roof.

In the house large quantities of newly purchased articles and \$700 in money were found. The woman was originally charged with receiving stolen money, but that charge had since been withdrawn.

After hearing the evidence, the jury returned a verdict of guilty, and his Lordship sentenced the prisoner to three years' imprisonment with hard labour.

The Attorney-General applied for the restitution of the goods and money seized in the house where the defendant was arrested.

At this stage the woman with whom the prisoner was said to have been living shouted out in the body of the Court, and was called forward. She told his Lordship that the money seized belonged to her, as well as the other articles, which she bought with money received from a money loan association.

His Lordship said it might be a novel procedure, but he thought the best thing would be to allow the money to remain in Court, and the firm could sue the woman. He then asked the woman if she also claimed the jewellery.

She said she did, as she handed the prisoner the money to buy it.

His Lordship—I think the complainant firm had better bring a civil action in the Summary Court. That will be the best way to settle it.

The Attorney-General—Supposing your Lordship were to order that the property should remain in Court, with leave to either party to apply.

His Lordship decided on this course, and said he would leave the application on Saturday.

PRINCE HSUN IN HONGKONG.

Yesterday the warships in the harbour were decorated in honour of His Imperial Highness Prince Hsun, who, with a party including Admiral Sah, Sir Chentung Liang, Chang, Messrs. Chao Feng, Chang and ten other attaches, is on his way to Europe to make a study of naval matters. The Prince and party were passengers on the German mail steamer *Zuelow*, which did not enter the port on Tuesday but sought a safe anchorage at Junk Bay, but the weather was so unpropitious yesterday that the official landing was abandoned, as well as the luncheon at Mountain Lodge arranged by H.E. the Governor in honour of the distinguished visitors.

The party will embark at Genoa and proceed direct to London. Visits will then be paid to Paris, Rome, Vienna, Berlin and St. Petersburg in the order named. The return journey will be made via Siberia, and His Highness expects to reach Peking about the middle of January. In March he will resume his travels and visit Japan and America.

SHIPPING NOTES.

A new 74-ton auxiliary cruising yacht has been designed by Mr. James A. Smith for an English owner resident in the Far East. The yacht is being built at Osaka (Japan) and is constructed of steel to Lloyd's requirements. She is intended for open sea cruising, and is ketch-rigged, with 3,500 sq. ft. of sail. Twin auxiliary Gardner motors will be fitted, of sufficient power to drive the yacht at eight knots under motor power alone. The accommodation consists of four state-rooms, a large saloon, pantry, and forecabin.

It is reported by the *Shipping Gazette* that the P. and O. Company are considering the desirability of inaugurating an ocean-going sailing ship of their own for the purpose of training junior officers. The fact is recalled that this would be no new departure on the part of the company in question. Years ago it had its own training ship, the *Haddington*, if we remember rightly, and if the intention attributed to it turns out to be correct it will thus be only reverting to a practice deemed essential in times gone by. The Norddeutscher Lloyd Company has for some time past owned a couple of training ships, and the Belgians also have one.

Both the Hamburg-America Line and the North German Lloyd have recently issued interim statements indicating that they are recovering substantially from the disastrous effects of last year's shipping crisis. The Hamburg-America Line says: "This company has to-day, as the result of current operations, over \$975,000 available funds, despite the fact that we have paid during the course of the year on account of new vessels building \$775,000, several hundred thousand pounds of which were not due until after the year 1909." Similarly favourable reports are made by the North German Lloyd, which states that both passenger, storage, and freight traffic for the first eight months of 1909 have revealed a vast improvement over last year.

A largely attended meeting of company and Lloyd's underwriters was held at the Institute of London Underwriters last month to consider the question of future rates on time business. It was resolved that in the case of tramp steamers on which premiums were raised at the last renewal by 10 per cent, a further increase of 10 per cent. should be asked, but that in cases where no previous rise had taken place an increase of 20 per cent. should be charged. These terms, it was agreed, should apply also to foreign-owned tramps. It was further resolved that an amount not exceeding 10 per cent. of the value might be insured as disbursements; this follows the practice already applicable to American hulls. In the case of liners which have produced favourable results it was agreed that rates should be 10 per cent. higher than those recently charged. Another resolution was passed providing that in the case of both tramps and liners values of policies now running should be maintained, and that where the value is decreased an additional premium, proportionate to the decline in value, should be charged. These important resolutions are to take effect forthwith.

The Third International Shipping Conference was opened at Brussels on the 20th ult. Twenty-five nations are represented, the British delegates being Sir Arthur Hardinge, British Minister to Belgium, Sir William Pickford, Judge of the High Court, King's Bench Division, Mr. Leslie Scott, barrister, and Mr. Hugh Godley. The gathering has as its twofold object—to examine in detail the two conventions drawn up at Brussels upon collisions at sea and assistance rendered, and to hold a preliminary discussion on the proposals put forward regarding the privileges, claims and responsibilities of shipowners.

The alleged unreliability of lascar crews has again formed the subject of a question in Parliament, in consequence of reports alleging cowardice on the part of the lascar members of the crew of the steamship *Umbali* which went ashore five miles from Cape Point on the night of September 15. The President of the Board of the Trade said that pending the result of the inquiry into the casualty he preferred to say nothing as to the conduct of the lascar seamen when the wreck occurred. The records of previous wreck inquiries did not support the view that lascar crews are useless in time of danger, and while British passenger vessels when leaving the United Kingdom are required to be properly manned there is no discrimination against lascar seamen nor did he propose to introduce legislation with the object of preventing the employment of such seamen when competent. He referred to the report of the Departmental Committee which sat under Sir Francis Jenne's (afterwards Lord St. Helier) chairmanship in 1902 and 1903, which found no objection to the employment of lascar seamen in the British mercantile marine. Mr. Churchill added that any attempt to prohibit the employment of lascar seamen would cause serious injury to the commercial interest of the country.

A new oil tank steamer for the Toyo Kisen Kaisha has just been launched from the Tatagami slip of the Mitsui Bishi Dockyard and Engine Works at Nagasaki. The vessel was named the *Kiyomaru* and the ceremony of releasing her from the slip was performed by Mr. M. Hara, Superintendent of Toyo Kisen Kaisha. The keel of the *Kiyomaru* was laid down on March 4th, 1909, and, according to contract, she is to be delivered to the Toyo Kisen Kaisha, for which she is being constructed, in December next. Her dimensions, etc., on completion, will be: Length, 470 ft.; Beam, 56 ft. 6 in.; Depth, 41 ft.; gross tonnage, 9,320 tons; I.H.P. 8,500; speed, 12 knots. Engines, triple expansion (one set single screw). Boiler, four single-ended, Howden's forced draft.

COMPANY MEETING.

THE DAIRY FARM CO. LTD.

The thirteenth ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd., was held at the Company's Depot, No. 2, Lower Albert Road, at 12.30 p.m. yesterday. Present: Messrs. E. H. Hinds and F. Maitland (directors), J. Walker (Manager), M. Manuk (Acting Secretary), J. M. E. Machado, H. L. Fletcher, J. McCubbin and Chan Tong.

The SECRETARY read the notice calling the meeting. The CHAIRMAN said:—Gentlemen, with your permission I will adopt the usual custom and take the report and accounts as read. It is gratifying, in these days of commercial depression, to be able to lay before you a by no means unsatisfactory statement, and to report that we have been fortunate during the past twelve months in the general health of our herd. We found it necessary, however, to purchase a few head of cattle to replace those lost by death. The accounts, you will observe, show that the value of buildings and property have increased by some \$42,000, which is partly accounted for by our having acquired the land on which this building stands, also some farm acreage at Pokfulam which we thought advisable to buy. We have opened a branch at Quarry Bay and judging by initial results this has evidently supplied a needed want. Your Directors have considered it advisable to continue the policy of writing down the cost of stocks and property and have now, subject to your approval, written off \$17,072.33. Our expenses, as might be expected with a growing business, are increasing, and there is unfortunately a continual advance in cost of foodstuffs, added to which the improvements that are continually being carried out on the farms, call for a further outlay. This matter, however, receives careful attention from your Board, who, with the help of your able manager and his staff, will continue to keep expenditure within reasonable bounds. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions you desire to put.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. FLETCHER seconded, and the motion was carried unanimously.

On the motion of Mr. McCUBBIN, seconded by Mr. MACHADO, Messrs. F. Maitland and E. H. Hinds were re-elected to the directorate.

Mr. W. Hutton Potts was reappointed auditor, on the motion of Mr. CHAN TONG, seconded by Mr. McCUBBIN.

The CHAIRMAN—Thank you, gentlemen, for coming on such a very unpropitious day. Dividend warrants will be ready to-morrow.

MANDARIN COATS IN LONDON.

A London correspondent sends us the following with the remark that he doubts if even the President of the Board of Trade could get as many "terminological inaccuracies" into the same space. The statements would do credit to any experienced house-boy.

CHEERFUL CHINESE.

SEALS HIS OLD COATS TO SOCIETY BELLES.

The list of presents at a very fashionable wedding the other day included an antique embroidered Chinese coat for the bride.

A Morning Leader lady representative who made inquiries at Liberty's yesterday afternoon on the subject of these Celestial garments was informed that the firm had imported them for the past 15 or 20 years, but that it was only recently that there was a distinct boom in them. The Mandarin's coat is really the Chinese Court dress, and is worn by both men and women.

ROYAL YELLOW.

The most sought after colour by commissionaires is yellow, which is worn only by the royal family. A very deep indigo purple, which looks black at night, and red are the popular colours. A white is rare, since it symbolises mourning, and a good green is very expensive.

These coats are hand embroidered in the most exquisite designs, the silk both of the coat and the embroidery being vegetable dyed in the older examples.

The Chinese are unequalled in the art of needlework, and some of the examples shown are marvellous in conception and execution, at least 12 months being spent over the work on a single coat.

THE CHINESE "UNCLE." The coats are originally lined with fur, but few reach this country in that state. The fur is removed before the coat goes to the Chinese pawnshop; where the agent buys it. Each coat, before leaving China is treated with borax, and on arrival at Liberty's is baked at their premises. Some of the coats are in such poor condition that they have to be turned into fashion or piano covers.

The supply of the finer specimens is, of course, found in course of time to come to the end, and as regards antiquity it is difficult to gauge the date of a coat accurately. The ordinary age of an old coat will range from 25 to 100 years and its price from about seven guineas upwards.

MYSTERY OF A ROYAL ENGAGEMENT.

KING OF PORTUGAL AND PRINCESS ALEXANDRA.

It is stated on the authority of "a dignitary of the Court" at Lisbon that King Manuel's betrothal to Princess Alexandra, the elder daughter of the Duke of Fife, has been arranged, and that the official announcement will be made on November 15, the King's birthday, during his Majesty's visit to Windsor.

The King's plans for his visit to England are not yet completed. The Marquis de Soveral has charge of the arrangements, where the French fleet under Admiral Aubert will be assembled in his honour, and will fire a royal salute. At Obergurgl King Manuel and his suite will embark for Portsmouth, being escorted across the Channel by two British cruisers.

LOCAL SPORT.

CRICKET NOTES.

At last a real start has been made in first class cricket, and not a day too early. The match held on the Club ground on Saturday was not productive of anything like big scoring—certainly not sufficiently to give us very bright hopes of doing well during the coming tourney. But bowlers generally strike form earlier than batsmen and it is probable better scoring will be seen in a week or two. For the honour of the Colony it behoves all "Possibles" to get as much practice at the nets as can be managed. With that end in view the selection committee might follow the same rule which they adopted last year, and issue invitations to all the League clubs to send two representatives to the Club ground for practice at the nets. There were three players who might have been playing on Saturday with a view to their selection—Brett, who followed close last year upon Bird's bowling average in the Civils, Power (Royal Engineers), one of the best wicket-keepers in the Colony and a bat usually to be depended on, and Reed, a good bowler and when in form a forcing bat. With the exception of the three mentioned—Capt. Garnett, who played in a League match on Saturday, the Colony was well represented. Capt. Baird and W. T. E. Oliver opened particularly well, the former as usual giving a good account of himself. Oliver justified the good opinion formed of his cricket at the latter end of last season. In addition to compiling a useful 15 he secured the bowling honours of the day, getting five wickets for 22 runs. Hutchinson's score was a useful one, being second only to Baird's. It is pleasing to see Pearce back to his old form, though it was unfortunate that he should have been run out just as he appeared to be well set. Fowler played good cricket, both with bat and ball. With the latter he did particularly well, his record being nine overs, three maidens, 19 runs and three wickets. He has undoubtedly improved as a trundler. Edwards shaped well, although his score was not a big one. His fielding was brilliant as usual.

With the result of Saturday's match before us it may be interesting to glance at the prospective team with a view to forming some idea as to what our team is going to be in the struggle to get back the ashes. It appears that we have plenty of medium bowlers, but none who stand out as being very fast, and a fast bowler is a useful member of any team. On the other hand, we have two very good break bowlers in Bird and Garnett, and Oliver and Baird are good medium pace bowlers, and Oliver, Pearce and Hutchinson as useful changes. Power should certainly get a place for his wicket-keeping and is one of the best bats out of the Club team. Edwards has always justified his inclusion in previous interport matches, and as he appears to have improved he should also be a certainty. The selection that appears to be our best is therefore: T. E. Pearce, Capt. Baird, Capt. Garnett, R. E. O. Bird, W. H. E. Oliver, E. A. Fowler, W. N. Edwards, S. M. Power, R. O. Hutchinson, W. C. D. Turner and Makin or Shenton.

The only League match that took place on Saturday was between the R.G.A. and Kowloon. The latter made a very weak stand and will need to pull themselves together if they want to win matches this season. Nineteen runs for a team that a year or two ago were almost good enough to play the Club shows a degeneration. Capt. Beasley made a creditable score, and Sergt.-Maj. M. Owen played a very good innings. It is to be regretted that the latter sportsman is shortly leaving the Colony. Bagnall and Capt. Garnett with the ball were almost unplayable and will probably be responsible for similar collapses before the end of the season.

"REFEREE"

WANTED—AN IMPERIAL POSTMASTER-GENERAL.

Following is the letter recently addressed by Mr. J. Henniker Heaton to the *Times*, referred to in a recent Reuter's telegram:—

Our postal and telegraphic arrangements with the 60 Colonies, States, Commonwealths, and Dominions of the British Empire, and the various dependencies, are a complex and intricate business. Let me, very briefly, give a few examples. Canada, through the Postmaster-General, asked for a cheap newspaper and magazine post from the Mother Country. The reasons given were to counteract the pernicious influence of Yankee "literature" and to keep up and sustain a patriotic interest with Great Britain and Ireland.

In reaching terms the present ideal Governor of Canada, Canada, announced that the British request had been granted by the British Postmaster-General, but at Canada's expense. A messenger action could not be imagined. Our Postmaster-General, who would soon set in the above-described manner in his private relations, now triumphantly points to the enormous, the unparalleled success of the newspaper and magazine post from this country to Canada! Yet Canada bears the entire burden, and the British Post Office takes its old profits.

A few years ago New Zealand established a cheap magazine and newspaper post to Great Britain and Ireland. The British Post Office declined to reciprocate.

By the last Australian mail the Postmaster-General of Australia announces that all newspapers and magazines from the Commonwealth will be conveyed at the postal rate of 1d. per lb. from there to the United Kingdom, but the rate for sending *The Times* and all other newspapers from this country to Australia will continue to be 4d. per lb.

New Zealand sets us another bright example. It is the only country in the world that enjoys a universal Penny Postage. You pay only 1d. a letter from New Zealand to Italy, yet from England to Italy the charge is 2d. per letter for postage.

We want an Imperial Post Office, a central Post Office in this country—I am, your obedient servant,

J. HENNIKER HEATON.

House of Commons, Sept. 24.

AFRICAN GAME TRAILS.

BY THEODORE ROOSEVELT.

(Continued from 20th.)

A LION TRAGEDY.

The most thrilling part of the lion stories ever written is Colonel Patterson's "Man-eaters of Tsavo." Colonel Patterson was one of the engineers engaged, some ten or twelve years ago, in building the Uganda Railway. He was in charge of the work, at a place called Tsavo, when it was brought to a complete halt by the ravages of a couple of man-eating lions, which, after many adventures, he finally killed. At the dinner at the Mombasa Club I met one of the men who were with him when he killed the lions. He was a German, Colonel Patterson relates. He was a German, and in company with an Italian friend, he went down in the special car of one of the English railroad officials to try to kill a man-eating lion which had carried away several people from a station on the line. They got the car on a siding. As it was hot, the door was left open, and the Englishman sat by the open window, watching for the lion, while the Italian finally lay down on the floor, and the German got into an upper bunk. Evidently the Englishman must have fallen asleep, and the lion, seeing him through the window, entered the carriage by the door to get at him. The Italian wanted to find the lion standing on the seat, as it killed the unfortunate Englishman; and the German, my informant, hearing the disturbance, leaped out of his bunk, actually the lion, and was occupied only with his prey. Holding the body in his mouth, he forced his way out through the window sash, and made his meal undisturbed but a couple of yards from the railway carriage.

A GREAT GAME RESERVE.

The day after we landed we heard the train to take what seems to me as I think it would be to most men fond of natural history, the most interesting journey in the world. It was Governor Jackson's special train, and in addition to his own party and ours there was only Selous, and we travelled with the utmost comfort through a naturalist's wonderland. All civilised Governments are now realising that it is their duty here and there to preserve some of the things of wild nature, with their own hands, the things of which the world is made. The English Government has made a large game reserve of much of the region on the way from Nairobi to the north of the lake, and one mile to the north of the track. The reserve swarms with game; it would be of little value except as a reserve, and the attraction it now offers to travellers renders it an asset of real consequence to the whole Colony.

The wise people of Maine, in our own country, have discovered that intelligent game preservation, carried out in good faith, and in a spirit of common sense, is far removed from mushy sentimentalism, and that the State's natural resources, adding one more to the State's natural resources, and in consequence there are more moose and deer in Maine to-day than there were forty years ago—there is a better chance for every man in Maine, rich or poor, provided that he is not a game butcher, to enjoy the pleasures of hunting, and the pleasure of sharing of good hunting, and the pleasure of sportsmen and tourists attracted to the State, and in consequence there are more moose and deer in Maine to-day than there were forty years ago—there is a better chance for every man in Maine, rich or poor, provided that he is not a game butcher, to enjoy the pleasures of hunting, and the pleasure of sharing of good hunting, and the pleasure of sportsmen and tourists attracted to the State, and in 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

MODERNAGH.

DWELLING HOUSE To Let at PEAK, partly furnished.

Apply—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st October, 1909. [1325]

WANTED.

IN Hongkong, 6-ROOMED HOUSE with Tonnies Court. Occupation 1st December or later.

State terms, &c., under—K.N.
Care of "Daily Press" Office.
Hongkong, 21st October, 1909. [1326]

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"LUETZOW."
Captain C. Dörsner, will leave TO-DAY, the 21st inst., at Noon.

NORDDEUTSCHER LOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 21st October, 1909. [5]

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship

"PRINCESS ALICE."
Captain P. Grosch, will leave for the above places TO-DAY, the 21st inst., at 5 a.m.

For further particulars, apply to—
NORDDEUTSCHER LOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 21st October, 1909. [5]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—
C. SCHROTER,
King's Buildings, 11th Fl.,
Hongkong, 1st September, 1909. [1140]

SPECIAL SALE OF WORK

IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS AND SISTERS OF THE ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for Presents, will be held at the Convent TO-DAY (THURSDAY), TO-MORROW (FRIDAY), and SATURDAY, the 21st, 22nd and 23rd of this month, commencing each day at 10 a.m.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying Branches, and the helpless aged and infirm in the Home for the Destitute at Wauchai.

ITALIAN CONVENT,
23, Caine Road,
Hongkong, 13th October, 1909. [1304]

J. R. LEE & CO.,
P. O. Box 384,
Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.

Hongkong, 8th October, 1909. [1295]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 25th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

DAVID COBSAR & SON'S

MERCHANT NAVY

LONG FLAK

RELIANCE CROWN

TARPAULING

ABERHOLD, KARBURG & CO. Sole Agents.

1674

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.
NOTICE TO SHAREHOLDERS

THE TWENTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned TO-MORROW (FRIDAY), the 22nd inst., at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd inst., 1909, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 5th October, 1909. [1286]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Donnan Street West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subjoined resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions.

RESOLUTIONS.

That the Articles of Association be altered in manner following:—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI KING,
General Manager.
Dated the 15th day of October, 1909. [1316]

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1903, £19,121,310.

I. Authorized Capital £6,000,000

Subscribed Capital 3,275,000

Paid-up Capital 1,312,500 0 0

II. Free Funds 3,274,753 7 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

JUST RECEIVED

FLOWER AND VEGETABLE SEEDS.

A Selection of
In Pockets of 10 Cents each and
PARCELS FROM \$1 TO \$10 EACH.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with Wooden Soles & Thick Felt Lining. Pictorial Guide to Gardening, &c. Inspection Invited.

GRACA & CO.

27, DES VUEX ROAD.

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1128]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 p.m., at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Club.
Hongkong, 6th October, 1909. [1287]

HONGKONG VOLUNTEER CORPS.

GRAND OPEN AIR CONCERT will be held on VOLUNTEER PARADE GROUND, on SATURDAY, October 23rd, at 9.15 p.m.

In aid of the funds of the Diocesan Girls' School.

ADMISSION \$1.

Tickets to be obtained at Volunteer-Head Quarters and from the Committee of the Orphanage, and the Ladies' Benevolent Society.

Hongkong, 5th October, 1909. [1273]

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

A BAZAAR AND FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, Oct. 30th, from 2.30 to 7 p.m.

Many Novelties suitable for Christmas presents.

4 p.m. VARIETY ENTERTAINMENT, (arranged by Miss Ella Bowles).

6.15 p.m. PLAY: "A Pair of Luminaries" (Cast: Mrs. WORTHINGTON and Captain BAIRD, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst Various Local Charities for Children; and the Hongkong Y. C. in the U. S. Home at Otislow Surrey.

No Child Taken.
Hongkong, 19th October, 1909. [1321]

NOTICE TO MARINERS.

No. 477.

CHINA SEA.

NINGPO DISTRICT.

UNCHARTED ROCK IN CHANNEL BETWEEN LU-WANG ISLAND AND MESAN GROUP.

NOTICE IS HEREBY GIVEN that the UNCHARTED ROCK in the Channel between Lu-wang Island and the Mesan Group, on which the S.S. "MAORI KING" was wrecked on the 17th September, 1909, lies in the following position:

S. E. point of Reef Island bearing N. 38° W. (Magnetic), distant 8.2 cables.

The Rock appears to be a short narrow ridge lying N.E. and S.W., with a least depth over it of 6 feet at Low Water of Spring Tides.

By Order of the Inspector General of Customs, W. FRED. TYLER, Coast Inspector.

IMPERIAL MARITIME CUSTOMS, 11 Coast Inspector's Office.

Shanghai, 12th October, 1909. [1322]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—
"GOOD VIEW"
Care of "Daily Press" Office.
Hongkong, 14th September, 1909. [50]

TO LET.

TO BE LET.

SPACIOUS GODOWN: Ground Floor of No. 47, Kennedy Town, West Point. Bright and Well Ventilated. Immediate Possession.

For further particulars, apply to JEBSEN & Co.
Hongkong, 14th October, 1909. [1308]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 20th September, 1909. [911]

OFFICES TO LET.

2 ROOMS on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET.

IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each containing Eight Rooms with Back Yards and Servants' Quarters, on Shamen Lei 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [1274]

TO LET.

FOREIGN HOUSES, Nos. 9 and 9A, Wong Nei Chung Road, facing Race Course.

Apply to—
GOH GUAN HING,
64, Bonham Street West.
Hongkong, 24th September, 1909. [1237]

TO LET.

NO. 14, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weisman Ltd. for 100 Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. L. NEMAZEE,
9, Pedder's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [1054]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shauki-wan Road.

PREMISES at SHAMSHU, CANTON, now in occupation of the Canton Kowloon Railway.

The HYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 5, CAMERON VILLAS (No. 57 Peak).

No. 6, CAMERON VILLAS (No. 59 Peak).

Furnished.

No. 25, SHELLEY STREET (new House).

GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—For Casser, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 19th October, 1909. [100]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [818]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply—
CHATEL & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 225 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [98]

TO LET.

A Suite of 3 ROOMS on Third Floor of "Hotel Mansions" with use of two Bath Rooms, suitable for Offices or Living Rooms. From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 30th September, 1909. [1258]

TO LET.

DUNHAYN, 33, ROBINSON ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

TO LET.

A HOUSE in Wong Nei Chung Road.

A HOUSE in REPTON TERRACE, OFFICES TO LET, No. 2, Connaught Road.

No. 3, CLIFTON GARDENS, Connaught Road.

No. 10, DES VUEX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 15B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [97]

BANKS

HARMSTON'S GRAND CIRCUS

LOCATION OF OUR TENTS:—
TRAMWAY TERMINUS, KENNEDY TOWN.

TO-NIGHT! TO-NIGHT!! FIRST AMATEUR RIDING CONTEST

(LIMITED TO SIX ENTRIES).
A Handsome Trophy will be presented to the Competitor making the best attempt at standing on his feet, three times round the Arena, aided by the mechanic.

OUR ALL-STAR COMPANY IN A MONSTER PROGRAMME.
TO-MORROW (FRIDAY) NIGHT, OCTOBER 22ND.
GRAND COMPLIMENTARY BENEFIT TENDERED TO
THE POPULAR MANAGER, COL. BOB LOVE.

BILL LEWIS

Has kindly consented to spar 4 scientific rounds with
"KID" MARRIOTT.

PHILLIP SISTERS

Have also kindly consented to appear.

COL. BOB LOVE

Will open his Album of Comic Songs.

The whole forming on this occasion an Entertainment that will set as a "Red Letter"
Mark in the annals of Circus History in the Colony of Hongkong.

LAST TWO MATINEES:

SATURDAY & TUESDAY, OCTOBER 23RD & 26TH.
Doors Open at 3 o'clock. Performance at 4 p.m. sharp. (Children Half-Price at Matinees only
N.B.—Soldiers and Sailors in uniform Half-Price to the \$1.00 and \$2.00 Seats.

SPECIAL PERFORMANCE:
SUNDAY NIGHT, OCTOBER 24TH.

Booking at ROBINSON PIANO CO., LTD.

NOTICE.—Special Trans. running before and after performance.

MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON.
Proprietors. Sole Manager. Advance Representative.

1276] PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GEORCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PARNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. V. BINZER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended,
For Particulars, apply to

MELOHERS & Co.,
GENERAL AGENTS.

1226]

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (2,877 tons each)
as follows:—

NORTH-BOUND.		Thursday Saturday Sunday	Saturday or Sunday Monday or Tuesday Friday
Leave—Shanghai (Steamer) ...	11 a.m.		
Arrive—Dairen (") ...	11 a.m.		
Ar. —Mukden ...	8.50 p.m.		
Ar. —Changchun ...	9.15 p.m.		
Ar. —Changchun (Russian Train)* ...	5 a.m.	Monday	Wednesday
Ar. —Harbin (") ...	3 p.m.		Saturday
Connecting at Harbin with		State Express for Moscow.	Wagon-Lits for Moscow.
SOUTH-BOUND.		State Express from St. Pet'g.	Wagon-Lits from Moscow.
Leave—Harbin (Russian Train)* ...	9 a.m.	Tuesday	Thursday
Arrive—Changchun (") ...	6 p.m.		
Ar. —Mukden ...	7 p.m.		
Ar. —Dairen ...	2.10 a.m.	Wednesday	Friday
Ar. —Dairen (Steamer) ...	2.30 a.m.		
Ar. —Shanghai (") ...	12.50 p.m.		Sunday
Connecting at Harbin with		State Express from St. Pet'g.	Wagon-Lits from Moscow.

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANTESSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. (137-722)

JUST LANDED

A LARGE ASSORTMENT OF
LADIES' & GENTS' BOOTS
& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VOGES ROAD, CENTRAL.

Hongkong, 20th August, 1909.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

THE AMERICAN MERCANTILE MARINE.

The following leading article recently
appeared in the Times:
The dismal picture drawn by our San Fran-
cisco correspondent of the plight of the
American trans-Pacific carrying trade directs
attention to one of the most curious phenomena
of modern commercial development. The pro-
gress of the United States during the last
generation has been unparalleled. They are
possessed now of a population, a wealth, and,
it must be added, a reserve of national energy,
which no European country can equal. They
have colonies, spheres of influence, and a great
fleet. Their ambitions as a world Power stand
self-confessed; yet they have consistently
neglected and allowed to fall into decay their
mercantile marine. So far back as 1870 Presi-
dent Grant warned them of their oversight,
and appealed to Congress to make it good. His
efforts then were fruitless as those of President
Arthur, Mr. Blaine, President Harrison, Presi-
dent McKinley, and President Roosevelt have
since been. The American shipbuilding industry
remains today the "one unprotected industry"
of the United States, and the one great industry
of American registered vessels amounted to over
five-and-a-half million tons. It was then not
far behind the contemporary tonnage of Great
Britain, and was practically equal to that of all
other countries combined. By 1871 it had
sunk to a million and a half, and by 1905 it was
well below a million tons. The scene in San
Francisco Harbor to-day gives a good idea of
what these statistics mean. In fact, San Fran-
cisco is one of the chief centers of the
American trade with the East. Vast shipments
pass each year through its docks, but they are
not carried in American bottoms. American
vessels rust at anchor while their rivals
pass through the Golden Gate laden with
cargo which by every right should be
theirs. Only five are now commissioned for
the trans-Pacific trade, and it is patriotism, we
are told, and not hope of gain that keeps their
flags flying. Thus the white flag, whose
Government of all others is most alive to the
advantage of all others is most alive to the
advantage of the trade of the Far East, and
whose position on the map should best enable it
to pursue that trade, is obliged to rely for its
furtherance almost entirely upon foreign help.
It is the same in the case of South America.
The development of South American trade is,
and has for some time been, one of the chief
objects of the State Department in Washington.
Yet Mr. Root, on his return in 1906 from his
tour through the southern continent, was
obliged to inform Mr. Roosevelt that South
America was hardly in communication with the
United States, and that its commercial relations
were almost exclusively with Europe.
Since then matters have not improved. Con-
gress has rejected each successive measure for
the subsidizing of trans-Pacific and South
American steamship lines, and the American
mercantile marine on the high seas is in danger
of complete extinction. Legislative inaction
is, however, but a contributory cause of the
low estate to which it has fallen. By what
almost looks like an act of retributive justice
its original ruin nearly fifty years ago and its
failure to revive can both be traced to that
compromise by which in the Constitutional
Convention the South gained Federal counten-
ance for a temporary continuation of the slave
trade, and the North Navigation Laws and
Federal protection for its shipbuilding indus-
tries and commerce. The immediate
outcome of the compromise was the develop-
ment of the American shipping trade. Then
came the catalyst that swept slavery from the
Southern States and the States and Stripes from
the seas. It left the South free to advance
along the normal paths of civilization; and after
many years of misery and readjustment the
advances have begun. But it did not free the
North from Navigation Laws which, after
serving their purpose, had become a complete
bar to progress. American ships, and
as still practically forbidden, amongst other
things, to fly their flag upon a ship which has
been built abroad or in which a foreigner has the
smallest share. The attempt made in 1892 to
temper the wind of these restrictions to
American shipbuilders was too half-hearted to
effect any great change; and the small conces-
sions made to the same interests in the present
Tariff Bill will, as far as we can judge, bring
them but little real relief, for to com-
pete with the American trade upon foreign
ships with which their own ships, built in the
most expensive yards in the world and manned
by crews who demand wages which would seem
fantastic to European employers, cannot hope
to compete. The revolution in shipbuilding
came at the worst possible time for the United
States. After the Civil War they had to set
about rebuilding of metal their fleets of mor-
tared ships which had had a limited life,
indeed, of labor was steadily increased by
artificial means until, now, at a conservative
estimate, a ship costs from 30 to 50 per cent.
more to build in America than in England.
The fact that American shipbuilders and
owners are unable to compete on anything
like equal terms with their rivals has not, more-
over, softened the heart of Congress. The
greater their disabilities the greater the subsidy
which the various lines would require to be
run at a profit and the greater the subsidy
demanded, the less likely is Congress, like other
Legislatures, to grant it. Those who advocate
the establishment of ocean mail subsidies have
found themselves of late years between the devil
and the deep sea. A first they introduced com-
prehensive measures calculated to settle the ques-
tion once and for all, and Congress rejected them
on grounds of economy. Later they proposed
have grown steadily more moderate, only to be
met by the powerful argument that, even if
purpose, it has been pointed out that many
of the chief routes along which American trade
could be stimulated have already been pre-
empted by foreign companies which are sub-
sidized by their Governments or helped by
bounties; and that, both for this reason and on
account of the far greater expense of building
and operating American vessels, the subsidy
would be inefficient of necessity to be of any
national profit. Relying upon arguments such as
these, Congress has been able to ignore, and
may be able to continue to ignore, with
impunity the powerful interests that urge
annually the passage of a Ship Subsidy Bill.
It is quite likely that the American overseas
carrying trade will have to wait for its rescue
until the fundamental causes of its steady
decay have been removed; until the Navigation
Laws have been brought up to date; or until
made "put up" by the "free list." Of these
perhaps the second contingency is the least
remote. Its realization will mean much to
those nations which now transport across the
seas the merchandise of the world.

COST OF OLD AGE PENSIONS IN ENGLAND.

HIGH FIGURES.

An announcement which discloses the
enormous number of Irish pensioners and the
heavy cost of old-age pensions was made last
month by Mr. Lloyd George.

He stated that the total payments in respect
of old-age pensions from January 1 to Septem-
ber 2 had been as follows:

England and Wales ... £2,270,000

Ireland ... 1,541,000

Scotland ... 593,000

Total ... £4,404,000

The number of pensioners in the three coun-
tries was as follows on June 30—

England and Wales ... 410,000

Ireland ... 184,000

Scotland ... 73,000

Total ... 667,000

The population of the three countries is:

England and Wales ... 35,756,000

Ireland ... 4,374,000

Scotland ... 4,877,000

The number of pensioners in proportion to
the population thus works out at:

England and Wales ... 11 per 1,000

Ireland ... 42 per 1,000

Scotland ... 15 per 1,000

The "predominant partner" comes very badly
indeed out of the race for old-age pensions.
England has one-fourth as many pensioners per
thousand as Ireland, and very many less per
thousand than Scotland. Yet the revenue
returns show that England pays in proportion
to her population a heavier share of taxes than
Scotland, while Ireland is, as a recent official
answer has admitted, costing the British
treasury a deadweight sum of £1,183,000 for
the purely Irish services.

A fact which comes out from the figures is
the extraordinary longevity of the Irish. The
total calculated number of persons aged seventy
and over in Ireland was placed officially in 1907
at 173,000. But of these many would be dis-
qualified as paupers and persons with incomes
above the limit. Yet there are 11,900 more
Irish pensioners than the total number of Irish
persons over seventy, as calculated.

An explanation of this astounding exception to
the vital statistics which are correct else-
where throughout the world has yet to be given.
The expenditure per head of the population
on pensions in the three countries in the first
eight months works out at:

England ... 1s. 10d.

Ireland ... 7s. 4d.

Scotland ... 2s. 5d.

So that England, who pays most of the taxes,
has only 1s. 10d. per head spent among her
people; the Irish, who draw upon England, get
7s. 4d. per head; and the Scotch, who pay less than
England, get 2s. 5d. per head.

The total cost of old-age pensions can be
roughly calculated from the above figures.
Assuming that they include administration
charges, the outlay for the year at the same
rate will be over eight million pounds.

Mr. Asquith's original estimate was £6,000,000.

WATERED COTTON.

It may be remembered says the N.C. Daily
News, that in the minutes of the Shanghai
General Chamber of Commerce published at the
beginning of last week, it was stated that the
Taotai had given directions to the Examination
Office "to devise suitable means for the repression
and amelioration" of the malpractice of water-
ing the cotton that is brought into the Shanghai
market from surrounding districts. On inquiry
by the Chamber it was shown that whatever
means the Examination Office may have
devised, there was exceedingly little sign of
either amelioration or repression, and it
was decided to urge the Taotai, through
the Senior Consul, to issue a proclamation, as
was done by his predecessor. A week ago such
a proclamation was issued, emanating, however,
not directly from the Taotai, but from the City
Magistrate acting on his superior's instructions;
and for just two days there was a marked
improvement in the cotton. After that the
country people evidently decided to try their
luck with the authorities, with the result that
intention of adulteration of cotton goes on as
before. The practice, which is indeed no
novelty, was brought into prominence two
months ago by the rise in the market, when
the Chinese attempted to compensate them-
selves for the difference between actual prices
and those at which they had sold by watering
the cotton. Attempts in the past to form
an anti-watering league have broken down
time after time, and the result has been a
through lack of solidarity and there appears
no prospect of its revival. In this extremely some hope
may be derived from the fact that the evil of adulter-
ation has begun to recoil upon the heads of the
Chinese themselves. At the present time there
are in Shanghai godowns 12,000 piculs of
Ningpo cotton so badly watered that much of it
has already begun to mildew and can find no
purchasers. As a consequence, there have been
many we are informed, thirty failures among
Ningpo cotton firms, who, having sold short in
Ningpo, had tried to cover themselves by catch-
ing the high prices in Shanghai, and are thus
left on both sides. Ningpo of course must look
after itself, and the lesson doubtless will not be
without its effect. But the moral holds equally
good for Shanghai; and it is to be hoped the
Taotai will not fail to profit by it, in order
to give some substance to the repressive and
ameliorating functions of the Examination
Office.

SINGON & CO.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515.

DR. M. H. CHAUN,

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

SIEN TING

SURGEON DENTIST.
No. 10, DAQUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

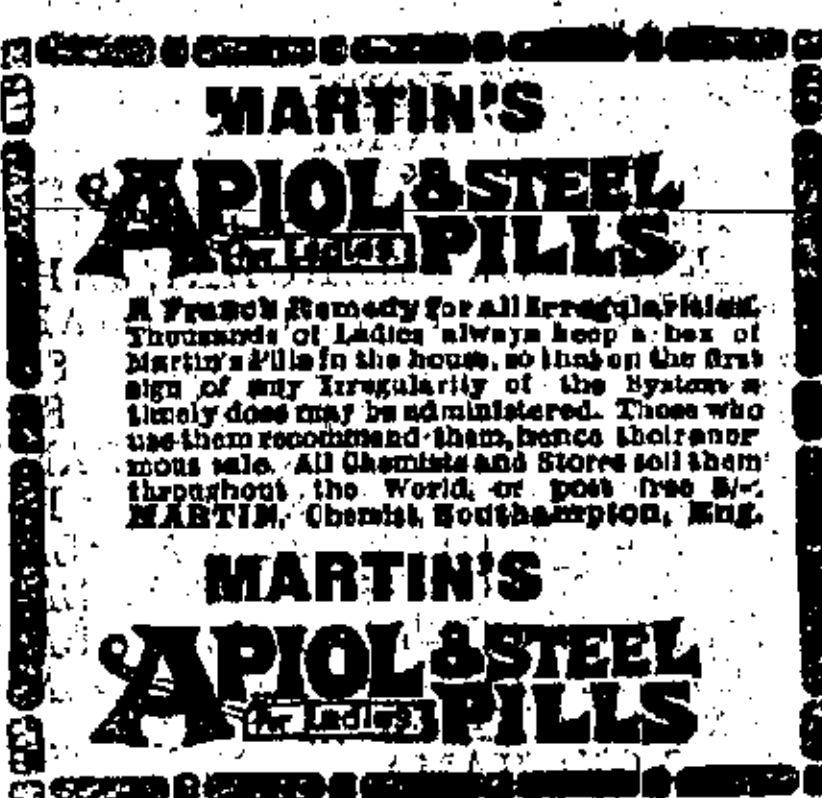
WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by
the various Governments and Municipalities of Europe; they are redeemable at
periodical drawings, either with Cash, Premiums varying from £40 to £100,000,
or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones,
payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.

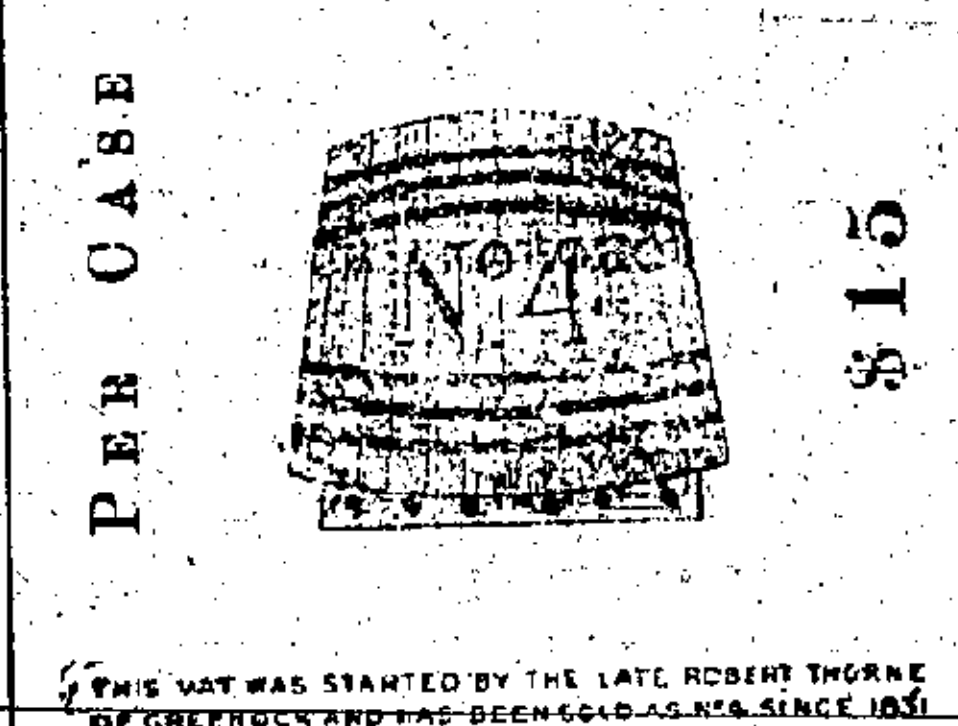
MELVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]



AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT



THIS VAT WAS STAMPT BY THE LATE ROBERT THORNE
OF GRETTON, WHO BECAME FAMOUS SINCE 1815.

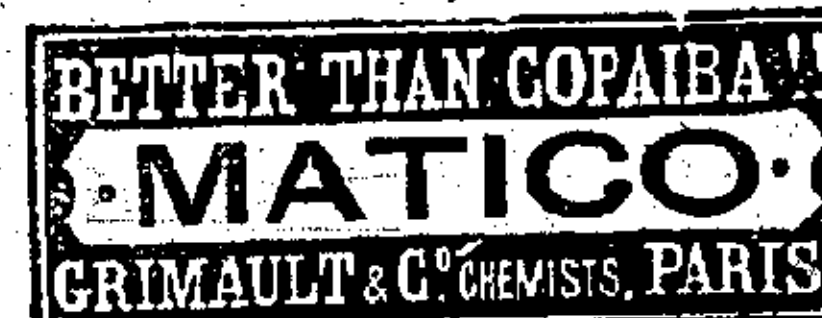
SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

1333



Renowned Physicians prescribe Grimaldi's Matico
as the most active and at the same time the most
inoffensive remedy in the treatment of Acute and
Chronic Diarrhoea, The Catarrhs, salivary Glands,
do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent
MATICO CAPSULES in the most chronic cases.

GRIMALDI & Co., PARIS

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For Asthmatic people who suffer from
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Grimaldi's Cigarettes render the respira-
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CHINKIANG: Messrs. GRAYSON & Co.
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For Particulars apply to
H. OISHI,
Manager,
No. 2, Fodor, Street, Hongkong.
Hongkong, 9th January, 1909.

[665]

SHIPPING IN PORT.

WEATHERS.

AMERICA, German str., 5,143, E. Deibel, 17th
October—Woonung 13th Oct., General—
Hamburg-Amerika Linie.
ANGLO, German str., 1,001, Kumpel, 13th
October—Bangkok 6th October, Rice—
Butterfield & Swire.
ANRU, British str., 1,335, J. B. Harris, 17th
Oct.—Shanghai 14th October, General—
Butterfield & Swire.
BEN THUY, French str., 325, Hello, 15th Oct.
—Haiphong 13th October, Wood—Wilks
and Jack.
BOREO, German str., 1,744, F. Lombill, 12th
Oct.—Santapan 6th October, General and
Timber—Welches & Co.
CARL DIERCKHOFSEN, German str., 774, J.
Kaysor, 12th Oct.—Haiphong via Hoihow
11th Oct., Coal and General—Jensen & Co.
CHIPSING, British str., 1,599, P. Mooney,
17th Oct.—Tientsin 10th, Chefoo 11th and
Wellaui 12th October, General—Jardine,
Matheson & Co.
CHOSUKE MARU, Japanese str., 1,301, Y.
Takahara, 17th Oct.—Swatow 16th Oct.,
General—Osaka Shosen Kaisha.
CHUYO MARU, Japanese str., 7,250, W. W.
Greene, 15th Oct.—San Francisco 14th
Sept., Mails and General—Toyo Kisen
Kaisha.
DAIJIN MARU, Jap. str., 899, Y. Kaburaki,
17th Oct.—Swatow 16th Oct., Tea, &c.—
Osaka Shosen Kaisha.
DAIYA MARU, Japanese str., 1,735, Kobayashi,
15th Oct.—Yokohama 9th Oct., Coal—
Wakamatsu Kaisha.
ESKDALE, British str., 1,946, G. W. Duff, 13th
Oct.—Jara 26th Sept., Sugar—Doddwell &
Co.
FAUSANG, British str., 1,440, H. S. Malkin,
15th October—Tegal 8th October, Sugar—
Jardine, Matheson & Co.
HAITAN, British str., 1,153, J. S. Roach, 17th
October—Swatow 16th Oct., General—
Doughlas, Lippaluk & Co.
HARUKA, Norwegian str., 1,054, G. Salberg,
17th Oct.—Bangkok 10th October, Rice—
China Steam S.N. Co.
HANGCHOW, British str., 999, G. Mawley, 16th
October—Chefoo 11th October, General—
Butterfield & Swire.
HILARY, German str., 1,276, R. Hatje, 15th
Oct.—Tientsin 9th October, Salt—Sandor,
Wieler & Co.
HONGKONG MARU, Japanese str., 3,447, S.
Togami, 16th October—Moji 12th October,
General—Toyo Kisen Kaisha.
HUICHOW, British str., 1,217, Edward Forsyth,
14th Oct.—Tientsin, Chefoo and Swatow
13th Oct., General—Butterfield & Swire.
HUPPH, British str., 1,234, Mathieson, 5th Oct.—
Kantatu 29th Sept., Coal—Butterfield &
Swire.
KAIFONG, British str., 897, Cole, 12th October
—Hiole 8th October, Wood and Sugar—
Butterfield & Swire.
KANPAT, British str., 1,192, D. R. Davis, 13th
October—Chefoo

SHIPPING.

ARRIVALS.

LUTZOW, German str., 5,135, C. Dowers, 19th Oct., Yokohama 9th Sept., General-Melchers & Co.
 PRINCESS ALICE, German str., 6,720, P. Groesch, 20th October—Hamburg 9th Sept., Mails and General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 20th October.
 Berlin, German str., for Sandakan.
 Choshu Maru, Japanese str., for Singapore.
 Hainan, British str., for Swatow.
 Lutzow, German str., for Europe, &c.
 Miyasaka Maru, Japanese str., for Singapore.
 Shinshiku Maru, Japanese str., for Sourabaya.

DEPARTURES.

20th October.
 Amigo, German str., for Tsingtau.
 China, Austrian str., for Shanghai.
 Glauco, British str., for Singapore.
 Prometheus, British str., for Bangkok.

VESSELS IN DOCK.

October 20th.
 ABERDEEN DOCK.—
 Kowloon Dock.—On Lee, Nanshan, H.M.S. Robin.
 COSMOPOLITAN DOCK.—
 Taikeo Dock.—St. Enoch, Yunnan, Hupoh, Schichun, Oceano, Kaifong, Locksaw, Tsingtau, Chiao Maru.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 "ATHOLL" ... On 21st Oct.

FOR NEW YORK.
 "GHAESE" ... About 13th Nov.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.

Hongkong, 21st October, 1909. [1229-1253]

DAMPSCHEIFFS-RHEIDERI "UNION"
 ACTIEN-GESELLSCHAFT.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at Malabar Coast).

THE Steamship
 "ALBENGA."

Captain Lorenzen, will be despatched as above on or about the 22nd inst.

For Freight apply to
 CARLOWITZ & Co., Agents.

Hongkong, 6th October, 1909. [1291]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship
 "OCEANO."

From Hongkong,
 On SATURDAY, 23rd OCTOBER.

FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
 KUMERIC ... 18th November.

AYMERIC ... 16th December.

SUVERIC ... 19th, 15th January.

OCEANO ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 18th October, 1909. [1297]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship
 "GLAMORGANSHIRE."

Captain H. C. Norris, will be despatched as above on or about 23rd October.

For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th October, 1909. [1280]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
 "ABRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 25th inst., at Noon.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
 (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 19th October, 1909. [1323]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship
 "COULSDON."

Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.

For Freight apply to
 ARNHOLD, KARBERG & Co., Agents.

Hongkong, 4th October, 1909. [1275]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	F. N. Rivers, R.N.R.	P. & O. S. N. Co.	To-morrow, at 2 P.M.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON, & Co., LD.	About 23rd inst.
LONDON, &c., via USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIDBRIA	Ger. str.	k. w.	Kunze	HAMBURG-AMERIKA LINE	On 2nd Nov.
HAYRE, ROTTERDAM & HAMBURG, &c.	BEUGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 20th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	SILSIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINE	On 25th Nov.
HAYRE, ANTWERP & HAMBURG, &c.	BEUGAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINE	On 30th Nov.
HAYRE, ROTTERDAM & HAMBURG, &c.	SILSIA	Ger. str.	k. w.	Porcellius	HAMBURG-AMERIKA LINE	On 9th Dec.
HAYRE & HAMBURG VIA STRAITS, &c.	BEUGAVIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	On 29th Dec.
MARSEILLES, &c., via PORTS OF CALL	GLAMORGANSHIRE	Brit. str.	—	Costa	MESSEAGERIES MARITIMES	On 26th inst. at 1 P.M.
MARSEILLES, LONDON & HULL	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., LD.	About 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIRATA MARU	Jap. str.	—	J. D. Norris	NIPPON YUSEN KAISHA	On 27th inst., at D'ight
MARSEILLES, HAYRE, COPENHAGEN, &c.	PERING	Dan. str.	—	J. D. Norris	MELCHERS & Co.	Midst of Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th Nov., at D'light
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MIYASAKI MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	To-morrow.
TRIESTE, &c., via SINGAPORE, &c.	LUTZOW	Ger. str.	—	C. Dowers	MELCHERS & Co.	To-day, at Noon.
NEW YORK	AUSTRIA	Aus. str.	—	B. Cobl	SANDER, WIELER & Co.	About 25th inst.
NEW YORK	COULSDON	Brit. str.	—	Turnbull	ARNHOLD, KARBERG & Co.	On 30th inst.
BOSTON & NEW YORK	GLAZIER	Brit. str.	—	Turnbull	DODWELL & Co., LD.	About 13th Nov.
BOSTON & NEW YORK	ALBENGA	Brit. str.	—	Turnbull	DODWELL & Co., LTD.	To-day.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	OCEANO	Brit. str.	—	F. W. Davies	CARLOWITZ & Co.	About 22nd inst.
VANCOUVER VIA JAPAN PORTS	OCEANO	Brit. str.	—	F. W. Davies	DODWELL & Co., LTD.	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th Nov., at 5 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 21st Nov., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	K. Kawa	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
TACOMA VIA SHANGHAI & JAPAN	FITZPATRICK	Brit. str.	—	E. K. Hutchinson	OSAKA SHOSHEN KAISHA	On 6th Nov., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	T. Sekine	TOYO KISEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	H. Kageura	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	MELCHERS & Co.	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 5th Nov., at 4 P.M.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th Nov., at Noon.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst., at D'light
JAPAN	TUJILWONG	Dut. str.	—	Jurjense	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NEWCHWANG	FAUSANG	Brit. str.	—	H. E. Maklin	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN VIA WEIHWAN & CHEFOO	CHIFSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	JARDINE, MATHESON & Co., LD.	On 24th inst., at D'light
SHANGHAI VIA SWATOW	KWONGSANG	Ger. str.	1 m.	P. Wheeler	P. & O. S. N. Co.	About 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	G. W. Eidy	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	—	P. Gress	MELCHERS & Co.	To-day, at 5 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	Y. Ishikawa	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	BRISGAYIA	Ger. str.	k. w.	Schwinghammer	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	1 m.	H. W. Kenick, R.N.R.	HAMBURG-AMERIKA LINE	About 22nd inst.
SHANGHAI	LIANAN	Brit. str.	1 m.	Williams	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Frean. str.	—	Guionnet	BUTTERFIELD & SWIRE	On 24th inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	ABRATON APCAR	Brit. str.	—	A. Stewart	MESSEAGERIES MARITIMES	On 25th inst., P.M.
SHANGHAI	CHINHUA	Brit. str.	1 m.	J. C. Richards	DAVID SASSOON & Co., LTD.	On 25th inst., at Noon.
SHANGHAI, MOJI & KOBE	MOYORI MARU	Jap. str.	—	J. C. Richards	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	Porcellius	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k. w.	Porcellius	BUTTERFIELD & SWIRE	On 31st inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	POORSANG	Dut. str.	—	JARDINE, MATHESON & Co., LD.	HAMBURG-AMERIKA LINE	On 1st Nov.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Dan. str.	—	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 5th Nov., at 3 P.M.
SHANGHAI	TILATAP	Dut. str.	—	MELCHERS & Co.	MELCHERS & Co.	On 10th Nov.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
AMOY, WEIHWAN, CHEFOO & TIENTSIN	HUTCHOW	Brit. str.	1 m.	H. Murayama	OSAKA SHOSHEN KAISHA	On 24th inst., at 10 A.M.
AMOY, MANILA, CEBU & ILOILO	KAIPOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AMOY & NEWCHWANG	LIANGCHOW	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SWATOW & SHANGHAI	WUHU	Brit. str.	1 m.	H. Harder	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	Evans	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
MANILA	TAMANG	Brit. str.	1 m.	Ponnsfether	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
MANILA	YUENANG	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD AND SWIRE	Today, at 3 P.M.
MANILA	ZAPIRO	Brit. str.	1 m.	R. Radger	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	SHEWAN TOMES & Co.	On 23rd inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA	RUBI	Brit. str.	—	R. W. Almon	JARDINE, MATHESON & Co., LD.	On 28th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	CEYLON MARU	Jap. str.	—	Fred. Pano	SHEWAN TOMES & Co.	On 30th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, SAMARANG & SOURABAYA	ONBANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., LD.	On 23rd inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPANAS	Dut. str.	—	Pander	JARDINE, MATHESON & Co., LD.	On 29th inst., at 4 P.M.
					JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C., TACOMA & SEATTLE

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davies	On 23rd October.
KUMERIC	4,632	J. Mathie	On 18th November.
AYMERIC	4,563	J. Boyd	On 16th December.
SUVERIC	4,632	S. Shotton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS. 8

Hongkong, 16th October, 1909.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.

"LUETZOW" Capt. C. Dowers { Thursday, 21st Oct., at Noon.

"PRINCESS ALICE" Capt. P. Groesch { Thursday, 21st Oct., at 5 P.M.

"COLENZ" Capt. H. RAEGER { Friday, 5th Nov., at D'light

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st October, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
 "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong, 6th Nov. "EMPERESS OF CHINA" SAT. 6th Nov. "EMPERESS OF BRITAIN" FRI. 3rd Dec. "MONTEAGLE" SUNDAY, 21st Nov. "EMPERESS OF INDIA" SAT. 4th Dec. "EMPERESS OF BRITAIN" FRI. 31st Dec. "EMPERESS OF JAPAN" SAT. 1st Jan. "ALLAN LINE" FRIDAY, 28th Jan.

"Emperess" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ... 243 " 243. and 1st Class Railway ... 243.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya, opposite Blake Pier.

7

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA VIA PORTS.

"ARMAND BEHIC" Capt. Guionnet { On 25th Oct., P.M.

"SYDNEY" Capt. Costa { On 26th Oct., 1 P.M.

"ERNEST SIMONS" Capt. Girard { On 8th Nov., P.M.

"TOURANE" Capt. Bourge { On 9th Nov., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For Further Particulars, apply to
 P. DE CHAMPMORIN, AGENT,
 Hongkong, 13th October, 1909. Queen's Building. 2

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship
 "MONMOUTHSHIRE."

Captain G. E. Warner, will be despatched as above on or about the 23rd inst.

This steamer has excellent accommodation for limited number of first-class passengers.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. H. N. Rivers, R.N.R.	2 P.M., 22nd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Kourick, R.N.R.	About 22nd Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 29th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 30th Oct.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
AMOI and NEWCHANG SWATOW and SHANGHAI	"LIANGCHOW" "WUHU"	On 21st Oct., Noon. On 21st Oct., 2 P.M.	
MANILA	"TAMING"	On 21st Oct., 3 P.M.	
AMOI, WEIHAUWEL, CHEFOO and TIENSIN	"HUICHOW"	On 21st Oct., 4 P.M.	
SHANGHAI	"ANHUI"	On 21st Oct., 4 P.M.	
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 22nd Oct., 2 P.M.	
SHANGHAI	"LINAN"	On 24th Oct., 2 P.M.	
SHANGHAI	"CHINHUA"	On 24th Oct., 3 P.M.	
SHANGHAI	"CHENAN"	On 28th Oct., 4 P.M.	
SHANGHAI	"CHENAN"	On 31st Oct., 2 P.M.	

MANILA, ZAMBONGA, COOK
TOWN, CAIBNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transshipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANGU"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN,"
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Wusung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 35.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Hongkong, 21st October, 1909.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI via SWATOW	"KWONGSANG"	Thursday, 21st Oct., 4 P.M.	
NEWCHANG	"FAUSANG"	Friday, 22nd Oct., 2 P.M.	
MANILA	"YUENSANG"	Friday, 22nd Oct., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 23rd Oct., 2 P.M.	
TIENSIN via WEIHAUWEL & CHEFOO	"CHIPSANG"	Sunday, 24th Oct., 2 P.M.	
MANILA	"LOONGSANG"	Friday, 29th Oct., 4 P.M.	
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Friday, 29th Oct., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 21st October, 1909.

GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN	"PEKING"	Middle of November.
GEN. GOTHENBURG and BALTIC	"CANTON"	Middle of December.

For Further Particulars apply to

MELOHERS & CO.,

Hongkong, 16th October, 1909.

AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN" Capt. J. S. Rosch	SWATOW, AMOI and FOOCHOW.	THURSDAY, 21st Oct., at 10 A.M.
"HALMUN" Capt. Evans	SWATOW	THURSDAY, 21st Oct., at 10 A.M.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOI and FOOCHOW.	FRIDAY, 22nd Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 21st October, 1909.

GENERAL MANAGERS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. J. Dring. IYO MARU, Capt. T. Harrison.	6,500 6,500	WED. DAY, 27th Oct., at Daylight. WED. DAY, 10th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	KAGA MARU, Capt. M. Hagino. SHINANO MARU, Capt. K. Kawa.	8,000 6,500	TUESDAY, 9th Nov., at Noon. TUESDAY, 7th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sakino. NIKKO MARU, Capt. M. Yagi.	5,000 6,000	FRIDAY, 29th Oct., at Noon. FRIDAY, 26th Nov., at Noon.
MOJI, KOBE and YOKO- HAMA	HIRANO MARU, Capt. H. Fraser.	9,000	FRIDAY, 22nd Oct., at Noon.
BOMBAY, via SINGAPORE, and COLOMBO	OBAYLON MARU, Capt. Fred. Payne.	6,000	MONDAY, 24th October.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	TUESDAY, 25th Oct., at Noon.
SHANGHAI, MOJI and KOBE	MOYORI MARU, Capt. J. C. R. Charles.	4,000	FRIDAY, 29th October.
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christensen.	6,500	SATURDAY, 30th Oct., at Daylight.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

† Through Passengers Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st
and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
PENANG, COLOMBO, SUZ and PORT SAID.THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. MURAI)	On Fri 22nd Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chester Road.T. KUSUMOTO,
MANAGER.

Hongkong, 21st October, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2340	R. Rodger	Manila	On 23rd Oct., Noon.
RUBI	2340	R. W. Almond	Manila	On 30th Oct., Noon.

For Freight or Passage apply to

Hongkong, 18th October, 1909.

SHEWAN, TOMES & Co.,

General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR ROTTERDAM HAMBURG & ANTWERP:
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. LIBERIA ... 2nd Nov.
S.S. BRISGAVIA ... 21st Oct.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SILVIA ... 1st Nov.	S.S. BELURAVIA ... 20th Nov.
S.S. SUEVIA ... 17th Nov.	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 18th Nov.	S.S. SILESIA ... 25th Nov.
S.S. SITHONIA ... 1st Dec.	FOR HAVRE, ANTWERP & HAMBURG:
S.S. SCANDIA ... 10th Dec.	S.S. BRISGAVIA ... 30th Nov.
S.S. BRASILIA ... 18th Dec.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SEGOVIA ... 25th Dec.	S.S. SILVIA ... 9th Dec.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 29th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st October, 1909.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).	
S.S. HONGKONG MARU ... 5000 tons gross ... Sail Oct. 26th, at Noon.	
S.S. MANSHU MARU ... 5000 " " " " " Dec. 10th, at Noon.	
S.S. AMERICA MARU ... 6000 " " " " " Febr. 5th, 1910, at Noon.	

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 16th September, 1909.

TOYO KISEN KAISHA, York Building.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910.
Head Office for the Far East—
16, DES VETUX ROAD,
HONGKONG.
Japan Office:
14, WATER STREET,
YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA.....	7000	February 5	MANTUA.....	11000	March 5	March 11
ASSAYE.....	7500	February 19	CHINA.....	8000	March 19	March 25
DELTA.....	8000	March 5	MALWA.....	11000	April 2	April 8
MAGEDONIA 10500		March 19	(Through Steamer calling at BOMBAY)		April 16	April 22
DEVANHA.....	8000	April 2	MONGOLIA.....	10600	April 30	May 6
ASSAYE.....	8000	April 16	MARMORA.....	10500	May 14	May 20
DELTA.....	7500	April 30	MOOREA.....	11000	May 28	June 3
DELHI.....	8000	May 14	MOOLTAN.....	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.FARES TO LONDON (Including Surtax):
1st SALOON £71.00 SINGLE £106.14 RETURN.
2nd " £43.80 " £72.12 "In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

LONDON.

CARRYING SALOON-PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
SYRIA	Tonnage	about
SUMATRA	4600	January 26
NYANZA	6700	February 9
SUNDA	4670	February 23
MALTA	6060	March 23
SARDINIA	6570	April 20
NORE	6700	May 4
		May 18
		July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " £33.10 " £57.4 " "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

1076]

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and
fastest route, from the Pacific Coast to Chicago). Taking cargo on
through Bills of Lading to all Overland Common Points in the U.S.A.
and Canada, also to the principal ports in Mexico, Central and South
America.

FOR	STEAMERS	Tons	LEAVES.
(Gross reg.)			
TACOMA via SHANGHAI, MOJI, KOBE and YOKO- HAMA	"FITZPATRICK" Capt. E. R. Hutchinson.	4,415	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOI	"DALIN MARU" Capt. Y. KUBURAKI	THURSDAY, 21st Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU" Capt. Y. ISEKAWA	FRIDAY, 22nd Oct., at 9 A.M.
TAMSUI via SWATOW, & AMOI	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 24th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

877]

COAL.

BUNKER COAL can now be supplied
from the Deep Coals of SARAWAK
GOVERNMENT MINES at Labuan and Brookeston,
at Reduced Rates. Large stock always on hand.
Apply — SARAWAK GOVERNMENT
AGENCY, Labuan. Telegrams: May, Labuan.
[939]

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
FIELD CO., LD., who are prepared to Supply
FRESH COAL straight from the Mines
Steamers load at the Wharves. Quick dispatch
Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [1064]

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business as the use of First Class Printing.

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printing and material is generally nil.

"THE HONGKONG DAILY PRESS"
PRINTING WORKS
turn out the Best Printing at Reasonable Prices

CHILDREN OF FAR CATHAY

